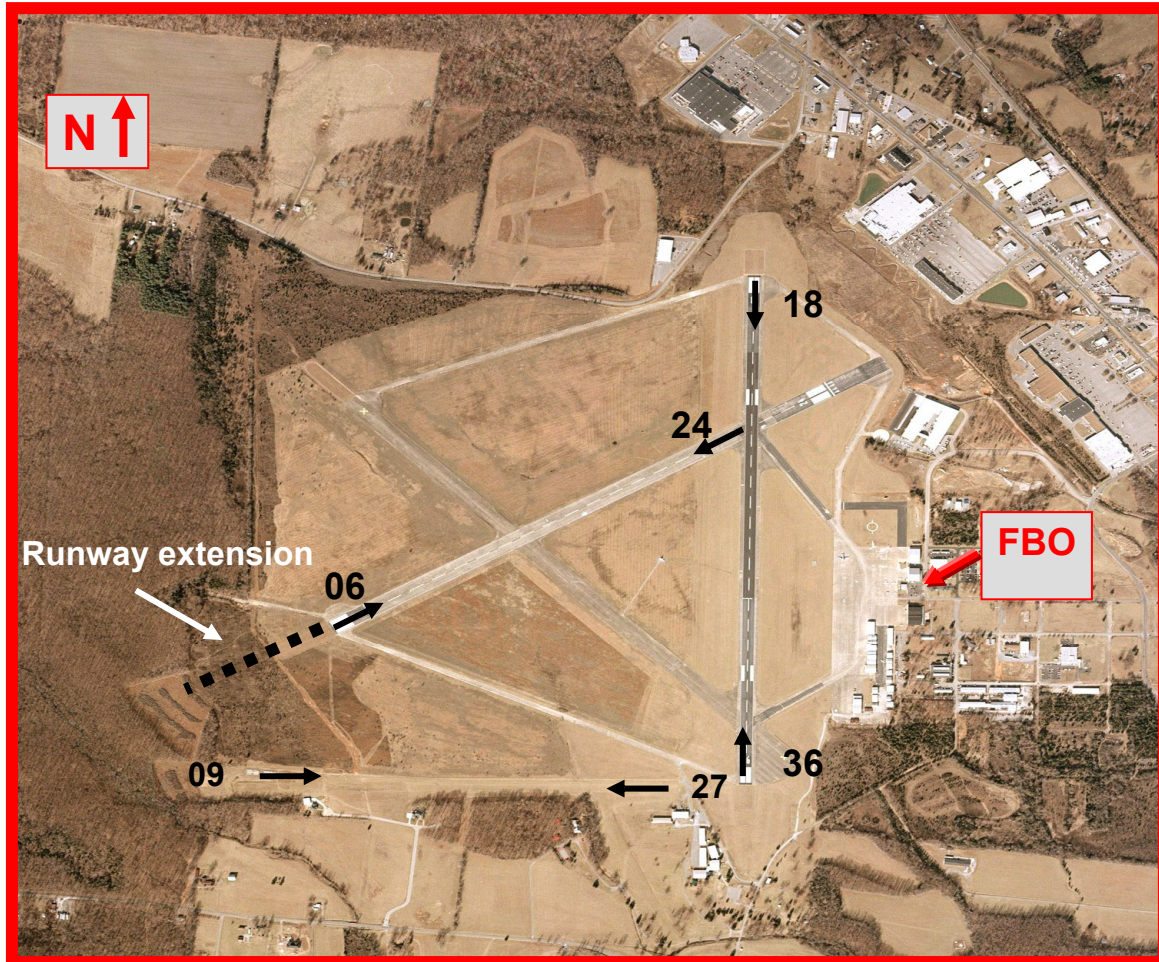


# Tullahoma, Tennessee

## Municipal Airport Authority



## *Minimum Development Standards*

10 January 2006

Change 1, 13 June 2006

*Note: These standards apply only to development that begins after 10 January 2006.*

## ***Table of Contents***

1. Purpose.....	5
1.1 Goals .....	5
1.2 Objectives .....	5
2. Land Uses.....	6
2.1 Prohibited Uses .....	6
2.2 Special Exceptions .....	6
2.3 Enclosed Processing.....	6
2.4 Nuisance Factors and Hazards .....	6
2.5 Federal Aviation Administration Requirements .....	7
2.6 Application Process and Review Procedures.....	7
3. General Requirements.....	7
3.1 Codes.....	7
3.2 Minimum Lot Width/Depth .....	7
3.3 Density and Floor Area Ratio (FAR).....	8
3.4 Maximum Impervious Surface Ratio (ISR) and Open Space Minimum .....	8
3.5 Building Location and Height.....	8
3.6 Building Orientation .....	8
3.7 Building/Mechanical Equipment .....	9
3.8 Setbacks .....	9
3.9 Appearance .....	9
3.10 Approved Types of Construction and Materials.....	10
3.11 Soundproofing.....	10
3.12 Outside Storage.....	10
3.13 Accessory Buildings and Temporary Structures.....	10
3.14 Security .....	11
3.15 Fencing.....	11
3.16 Vehicular Access .....	11
3.17 Driveways and Loading Areas.....	12
3.18 Roads.....	12
3.19 Utilities and Water/Sewer Facilities .....	12
3.20 Refuse Collection Area .....	12
3.21 Antennas and Satellite Dishes.....	12
3.22 Lighting.....	13
3.23 Fire Suppression.....	13
3.24 Grading and Drainage.....	13
4. Aircraft Wash Racks .....	14
5. Individual Aircraft Storage Hangars .....	14

6. T-Hangars .....	15
7. Aircraft Maintenance Hangars.....	15
8. Fixed Base Operators.....	16
9. General Aviation Aprons and Taxilanes.....	16
10. Helicopter Parking Facilities.....	17
11. Office and Warehouse Facilities.....	17
12. Fuel Storage Facilities.....	17
12.1 Tank Location .....	18
12.2 Fuel Storage Tanks .....	18
12.3 Safety .....	18
13. Parking.....	19
14. Signage.....	20
14.1 Regulatory Signage.....	20
14.2 Temporary Signage.....	20
14.3 Permitted Signs .....	20
14.4 Prohibited Signs.....	20
14.5 Exempt Signs .....	21
14.6 Color .....	21
14.7 Illumination.....	21
14.8 Materials .....	21
14.9 Set Backs.....	21
14.10 Size.....	21
14.11 Siting.....	22
15. Landscape Development Standards .....	22
15.1 General Landscape Requirements.....	22
15.2 Planting Requirements .....	23
15.3 Buffer Requirements.....	23
15.4 Parking Lots.....	23
15.5 Building Open Areas.....	24
15.6 Plant Material Selection.....	25
16. Review Procedure and Criteria .....	26

16.1 Pre-Application Conference.....	26
16.2 Submittal .....	26
16.3 Review Checklist .....	26
17. Developer’s Checklist.....	28
18. Minimum Standards Revisions.....	29

## **1. PURPOSE**

The purpose of the Airport Development Standards is to establish principles for development of the parcels and conduct of operations within the Tullahoma Airport. The development standards are intended to create a safe, high-quality, efficient, and aesthetically pleasing airport. The development standards will provide for a level of consistency throughout the Airport while providing flexibility for development. Control of the design, development, and construction activities undertaken by any developer are essential to achieving this goal. The Minimum Operating Standards and Minimum Standards for Fixed Base Operators established for the Tullahoma Airport Authority are separate from these Minimum Development Standards and shall remain in full force and effect.

### **1.1 Goals**

The goal of the development standards is to create and maintain a positive ambiance and strong sense of community throughout the Airport, while promoting fair and equitable competition among its tenants. The standards shall identify functional, architectural, and site design treatments, which will enhance the visual appearance of all development at the Airport, while providing for design flexibility.

These development standards incorporate a basic level of architectural and site design features which incorporate safe and convenient vehicular use areas, landscape, lighting, and signage treatment, providing a comprehensive plan for building design and site development.

### **1.2 Objectives**

The objectives of the development standards work to:

- Create high-quality facilities.
- Assure that all development is aesthetically attractive and presents a pleasing appearance.
- Promote efficient land use.
- Assure compatibility of all Airport development.
- Designate corridors for utilities.
- Provide adequate separation of buildings.
- Provide ample off-street parking with appropriate landscaping to screen vehicle and equipment storage areas.
- Maintain controlled airfield access corridors to ensure access to the flight line for vehicles from non-airfield properties.
- Maintain public landside access.
- Maximize use of aircraft ramp areas.
- Conform to current Federal Aviation Administration (FAA) and Transportation Security Administration (TSA) safety and security regulations.

## **2. LAND USES**

The land uses for the Airport shall complement and enhance the aviation aspect of the Tullahoma Airport Authority. There shall be a mix of aviation; aviation-related uses; as well as commercial, light industrial, manufacturing, and office uses. These industries shall not be detrimental to the health and welfare of the Airport and adjacent residential communities by the noise level or by the emission of odors, dust, smoke, or fumes.

### **2.1 Prohibited Uses**

- Single-family residential housing
- Multi-family residential housing
- Adult congregate living facility (ACLF)
- Churches
- Day care centers
- Public or private: elementary, middle, and high schools
- Adult entertainment facilities including theaters, book shops, and live entertainment
- Any use that discharges residuals into the environment that exceed Environmental Protection Agency (EPA) thresholds, like that of the Clean Water Act and Clean Air Act
- Psychics, spiritualists, mediums, and their supporting services
- Cellular transmission or relay equipment, if determined to cause interference with aircraft communication, navigation aids or air traffic control, and/or pose as an airspace hazard or obstruction

### **2.2 Special Exceptions**

Special exceptions shall include uses that may cause impact to the surrounding environment, but that may be mitigated through on-site techniques. All special exceptions shall conform to FAA regulations. Adult entertainment facilities of any kind are not eligible for special exceptions. Proposed exceptions may or may not be approved by the Airport Authority.

### **2.3 Enclosed Processing**

All processing of materials shall be conducted in a fully-enclosed permanent structure.

### **2.4 Nuisance Factors and Hazards**

No business, trade, activity, or operation, which shall be noxious, offensive, or illegal; or which shall be contrary to any regulations, including, without imitations, those of the Federal EPA, the State of Tennessee Department of Environment and Conservation (TDEC), the City of Tullahoma or Coffee County, or which shall cause an emission of dust, smoke, odors, fumes, radiation, noise, or vibrations, which may be or become a nuisance or an unreasonable annoyance to the occupants of any adjacent or neighboring site, shall be conducted. All on-site operations and activities shall be conducted with reasonable and appropriate precautions against radiation, fire, explosion, and other hazards. No on-site operations or activities which require or involve the use, storage, generation, or disposal of “toxic wastes” or “hazardous materials,” as defined in or under

any federal, state, or local regulations, or as defined by the Airport Authority shall be allowed, other than in conformity with these regulations and as specifically approved by the Airport Authority.

## **2.5 Federal Aviation Administration Requirements**

These minimum development standards apply to lease areas within the Airport boundary. Within this boundary, there are certain requirements enforced by the FAA. No lighting, communication, emissions, building locations, or operational aspects of any sort shall be permitted that would potentially interfere with airport, aircraft, or navigational aid operations. All airside and landside facilities shall be in full compliance with all dimensional criteria and standards set forth by both the Airport and the FAA.

## **2.6 Application Process and Review Procedures**

Review Procedures and a Developer's Checklist are outlined at the end of this document. Prospective developers shall also submit a completed FAA Airspace Study Checklist for proposed on-airport development. All plans and construction drawings for buildings, paved areas, and other facilities shall meet at least the minimum development standards set forth in this document and shall require prior approval of the Airport Authority. All facilities shall be in conformance with the adopted Airport Layout Plan (ALP) that indicates the locations and limitations of all Airport facilities. All buildings and other improvements shall be in the locations so specified. In addition to specific design standards for the Tullahoma Airport Authority, all facilities are subject to the applicable standards and regulations of the FAA; the State of Tennessee; the City of Tullahoma and Coffee County, Tennessee. Copies of all plans and specifications, including building elevations and finish samples shall be provided to the Airport Authority for their approval. Approval by the Airport Authority shall precede submission to other regulatory agencies, and shall be subject to the Airport Authority's review.

Requests for information and assistance should be directed to:

Executive Director  
Tullahoma Airport Authority  
Tullahoma, TN 37167

## **3. GENERAL REQUIREMENTS**

### **3.1 Codes**

All hangars, buildings, and other structures, whether permanent or temporary, shall conform to local, state, or national building and safety codes, and national fire protection codes applicable for the intended use.

### **3.2 Minimum Lot Size/Width/Depth**

The minimum commercial business lot size shall be not less than one acre. The minimum lot width is 150 feet and the minimum lot depth is 200 feet, regardless of whether the minimum lot width and depth produce a total lot area less than one acre in size. Constrained parcels that do not meet the minimum criteria may not be approved by the Airport Authority.

### 3.3 Density and Floor Area Ratio (FAR)

The density of the lot shall be dictated by the maximum allowable floor area ratio (FAR). The maximum allowable FAR for each lot shall be 2.5.

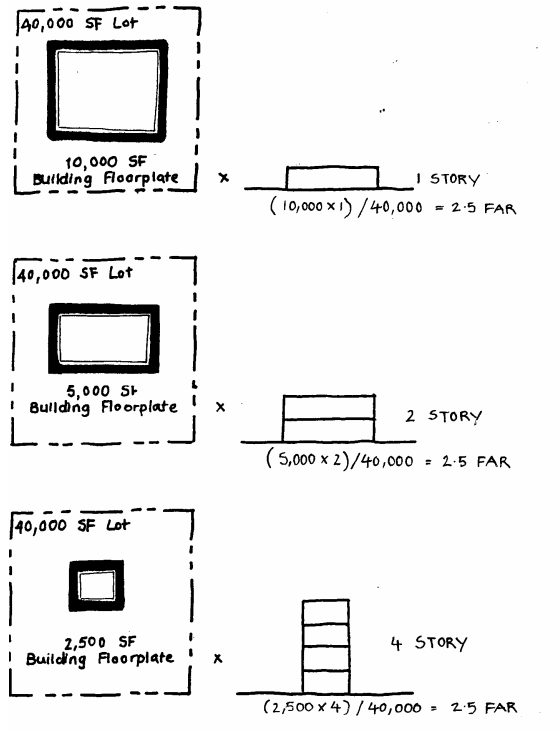


Illustration depicting FAR.

### 3.4 Maximum Impervious (hard) Surface and Open Space Minimum

The maximum area of impervious surface shall not exceed 80 percent of the gross lot acreage. The minimum open space area shall be 20 percent of the total gross lot acreage. Open space shall be composed of all unpaved areas, less landscaped parking lot islands.

### 3.5 Building Location and Height

The location of buildings shall be consistent with the adopted Airport Master Plan. Buildings shall not be closer than the building restriction line as defined in the ALP. In addition to the minimum setback, no structures may be of such a height as to penetrate the imaginary surfaces shown on the Federal Aviation Regulations Part 77 drawing and the ALP. Height limitations on the entire Airport shall comply with FAA requirements for transitional surfaces.

### 3.6 Building Orientation

For buildings contiguous with the Airport Operations Area (AOA) fence, a distinct entrance for airside and landside users shall be provided. Building footprints shall be presented on the site plan. Building on each site shall be oriented to minimize service docks, dumpsters, refuse collection areas, stockpiles, and overhead doors to public view.



### 3.7 Building/Mechanical Equipment

All mechanical equipment, including all roof-mounted equipment and satellite dishes, shall be enclosed or screened so as to be an integral part of the architectural design and not in public view. The screen shall be opaque in nature and be a minimum of six feet tall. The screen material may be masonry or metal cladding, with the colors and finishing reflecting those used in the primary building. The screen material may be topped with barbed or razor wire, if necessary, for security purposes.

If the mechanical equipment is located on the roof of the structure, it shall be screened from view by using an opaque parapet wall. The parapet wall is an extension of the exterior walls. The parapet wall shall reflect the color and materials of the primary building. Non-glare or non-reflective material shall be utilized for any mechanical equipment that is roof mounted. Additionally, all roof appurtenances projecting above the roof, such as exhaust fans, heating and air conditioning units, condensers, elevator equipment, plumbing vents, and stacks shall be screened from view.

### 3.8 Setbacks

All parking areas and buildings shall be set back from the airfield ramps, taxiways, and other areas used by aircraft, in compliance with standards established by the FAA or as required by these design standards:

- Setbacks for structures, including buildings, from all aviation areas shall be those established by the FAA for structures adjacent to taxiways or ramps.
- Building and parking setbacks shall be consistent with or exceed those specified in the City of Tullahoma Zoning Ordinance.
- Setbacks from Roads - The following setbacks are to govern distances from edge of right-of-way to buildings and paved areas for vehicles such as parking, loading, and maneuvering areas:

<u>Setback from</u>	<u>To Building</u>	<u>To Paved Areas</u>
Airport entrance road	75 feet	25 feet
Secondary roads	50 feet	20 feet
Other Airport service roads	25 feet	20 feet

### 3.9 Appearance

Exterior colors and textures shall harmonize with other buildings and structures. The Airport Authority reserves the right to disapprove exterior materials or finishes that it feels will detract from the overall visual impression of the Airport.

Since the roofs will be highly visible from aircraft using the Airport, roofs shall be attractively designed and constructed. Equipment located on roofs shall be screened. Signs, lettering, designs, or other graphics shall not be placed, painted, or otherwise located on roofs.

### **3.10 Approved Types of Construction and Materials**

The objective of the Airport Authority is to ensure that all new construction is of high quality and utilizes materials and finishes which will maintain their appearance with low maintenance. Accordingly:

- Hangars and hangar-type buildings shall be constructed with steel or aluminum with (4ft. minimum) masonry exteriors and non-glare roofing. All exterior metal surfaces shall have a durable finish applied at the point of manufacture. All exposed masonry shall be waterproofed.
- All building drawings and specifications shall be approved by the Airport Authority prior to construction.
- Building materials that produce glare or other effects that are hazardous to aircraft operation shall not be permitted. Windows and large areas are to be composed of non-reflective glass.
- All glass used in the building system must be scratch and chip resistant as well as energy efficient to meet or exceed energy codes.

### **3.11 Sound Attenuation**

Since the areas are subject to noise levels associated with the Airport, indoor sound levels shall not exceed limits stated in applicable City of Tullahoma Codes and Standards for the type of occupancy.

Noise levels produced by installed equipment and operations in or near areas where the public is present shall be managed and contained to reasonable levels compatible with occupied operational facilities.

### **3.12 Outside Storage**

All outside storage of equipment or other materials shall be screened by an opaque screen utilizing the same or similar materials as the main building. Equipment shall not be stored in areas fronting the landside access road or facing taxiways. Storage of all ground support equipment (GSE) must reflect general good housekeeping standards. The location of outside storage areas and materials used for screening shall be a part of the site plan submitted to the Airport Authority.

### **3.13 Accessory Buildings and Temporary Structures**

Accessory buildings (such as storage sheds or as otherwise defined in the City of Tullahoma Zoning or Building Code) are permitted. The buildings shall conform to setbacks and contribute to the maximum area of impervious surface as well as FAR. Accessory buildings shall not be located forward of the front setback line of the primary building.

Temporary structures (such as those used in connection with a construction project) are permitted on the individual lots. The temporary structures shall not be located forward of the front façade of the primary structure. The temporary structure shall be removed within thirty (30) days after certified occupancy of the primary structure.

### **3.14 Security**

Development shall be designed, constructed, and separated in a manner that assists the Airport Authority in controlling access from the landside to the airside. Security access points shall be designated on the site plan submitted to the Airport Authority, and shall fully comply with all standards set forth by the Airport Authority, City of Tullahoma or State of Tennessee. Coordination with the Airport Authority will be essential to assure that the latest and most up-to-date information is available during development and construction of airport facilities.

Owner shall control the premises so as to prevent unauthorized access to the Air Operations Area (AOA). Owner shall strictly comply with all applicable provisions of the Airport master security plan. Owner's security system must comply with the Airport's security specifications.

### **3.15 Fencing**

Security fencing shall be provided between aircraft and non-aircraft areas to prevent uncontrolled access, to limit pedestrian and vehicular interference with aircraft movements, and to provide security for parked aircraft. Ten feet of clearance shall be provided along both sides of the Airport security fence to facilitate maintenance and emergency access and to minimize unauthorized access into the AOA. Fencing shall be a minimum height of 6 feet, plus a 1-foot section of barbed wire at the top. Gates must have no more than 3 inches of clearance at the bottom to prevent intrusion by animals such as coyotes/dogs. In addition, the Wildlife Management Program criteria recommends 3 feet of bib on the outside of the fence (buried) to prevent burrowing and digging animals easy access. Wildlife fencing is required on leased areas along the Airport's perimeter.

Fencing shall comply with Specification F-162 of FAA AC 150/5370-10A. All other fencing shall be either fractured fin, concrete masonry units, or chain link with ten feet of landscape border (same height as fence) screening chain link on the public side. Other types of fencing, except wood and tin, may be used within the lease area, subject to the written approval of the Airport Authority. Landscaping shall begin 10 feet away from the fence, and shall comply with all other provisions of the master security plan where applicable. Fences shall be designated on the site plan.

### **3.16 Vehicular Access**

Vehicular access to aircraft storage hangars shall minimize crossing of aircraft operating areas. Automobile parking shall be provided for aircraft storage hangars in locations that do not interfere with aircraft operations. No vehicle parking shall be provided on ramp areas except for necessary service vehicles.

Airside pedestrian and vehicular access to buildings normally open to the public shall avoid crossing aircraft operating areas.

All improvements or facilities sited on the landside/AOA interface shall have appropriate access to both the landside and the AOA. All aircraft and aviation related structures and buildings shall be approved by the Airport Authority.

All customer facilities and accommodations for passengers and crew of transient aircraft must include a ramp or other convenient access for the disabled, and must also include sanitary restrooms equipped for use by the disabled.

### **3.17 Driveways and Loading Areas**

Driveways and other curb cuts will not exceed two per lease area. Landscaping and signage shall not obstruct lines of sight for traffic entering and exiting the highway.

All truck loading docks and areas shall be visually screened from public view. No loading docks or areas shall be permitted on the fronts of buildings except for warehouse operations with proper screening approved by the Airport Authority. All loading areas shall be designed to enable all truck maneuvering to occur in the parking area, not on the street system. Open storage in loading areas is prohibited. Loading areas shall be identified in the site plan.

### **3.18 Roads**

The roads shall be paved with asphaltic concrete, designed and engineered to withstand a vehicle load of 100,000 lb gross vehicle weight (GVW) unless otherwise approved by the Authority. The minimum width of the road shall be two lanes with area to expand to four lanes, if necessary.

### **3.19 Utilities**

All utilities shall be located underground and located in the right-of-way adjacent to the road. Each lot shall connect to the utilities and service pedestals or boxes located outside of the roadway sight lines. The area around the service pedestal or boxes shall be kept clear of permanent structures. Landscape irrigation shall be designed in such a manner that water is not directly thrown or sprayed on the pedestals or boxes.

Utility meters shall be installed where necessary, as required by utility companies.

Temporary power poles are permissible while the primary structure is being constructed, but shall be removed prior to the time the Certificate of Occupancy (C.O.) is issued. Power poles shall not be placed within the roadway sight lines.

A plan indicating water and sewer facilities to be installed for the project will be provided to the Airport Authority along with the site plan for the project. This plan should conform to the requirements of City of Tullahoma (water, sewer), and all applicable regulatory agencies.

### **3.20 Refuse Collection Area**

All outdoor refuse collection areas shall be visually screened from public view, adjacent properties, and the airfield by an opaque screen utilizing the same or similar materials as the main building it serves.

The location of refuse collection areas and materials used for screening shall be designated on the site plan submitted to the Airport Authority and approved by the Tullahoma Public Works Department.

### **3.21 Antennas and Satellite Dishes**

No antenna or satellite dish for transmissions or reception of television signals or any other form of electromagnetic radiation shall be erected, used, or maintained outside any building, whether attached to an improvement or otherwise, without the prior written approval of the Airport Authority. Satellite dishes shall be screened from view from adjacent rights-of-way and properties, where no part of the dish is visible from six feet above ground level. The Airport Authority may permit dishes on buildings if no part of the dish is visible from six feet above

ground level of the surrounding properties on the Airport. Setbacks for antennas and satellite dishes shall be the same as the building setbacks.

### **3.22 Lighting**

The exterior of the building must be lighted for security purposes. Wall-mounted fixtures may be utilized. However, they should be shielded to prevent spillage of excessive light onto the adjacent property. The maximum allowable lighting intensity for exterior areas is 10 foot-candles (FC), with 5 FC required at the property line.

Plans for lighting shall be submitted to the Airport Authority for approval. Lighting in parking areas shall be a uniform style throughout the development, as approved by the Airport Authority. Where pedestrian walkways are not adequately illuminated by street lighting or parking lot lighting, uniform walkway lights shall be used consistent with the style and design of the street lighting system. Any plaza, courtyard, terrace, or other exterior pedestrian area adjacent to buildings or incorporated as part of the individual site plan shall use lighting compatible with the lighting styles of the walkway and parking area. Architectural lighting shall be restricted to concealed up-lighting or down-lighting. Such lighting shall be restrained in design and levels of illumination so as not to be a hazard to Airport operations.

The entrances to the primary structure shall be lighted with a fixture directly overhead of the door(s). Lighting shall be provided from the primary entrance of the building to the parking lot by one of two methods: a pole mounted fixture no more than 12 feet in height to the top of the fixture, or bollards no more than 42 inches in height. Parking lot lighting shall be accommodated on a pole-mounted fixture no more than 30 feet tall to the top of the fixture, and shall be painted black.

Lighting shall not interfere with aircraft operations or be less than the minimum or greater than the maximum standards of the City of Tullahoma Land Development Codes or Tullahoma Utilities Board Standards.

### **3.23 Fire Suppression**

If required by the City of Tullahoma, the building owner shall install fire detection devices within the premises and such devices shall be monitored so as to communicate the need for emergency response.

Structure and aircraft rescue fire protection shall conform to the minimum standards for fire suppression established by the National Fire Protection Association, Coffee County, City of Tullahoma, and the Airport Authority.

### **3.24 Grading and Drainage**

Grading operations shall meet all applicable erosion and sediment control regulations as required by the Airport Authority, the TDEC, City of Tullahoma, and other applicable governing agencies.

- A grading plan for each project shall be submitted to the Airport Authority and City of Tullahoma for approval. All finished grades for paving and building floor elevations shall be above the 100-year flood plain elevation.
- The use of landscaped earthen mounds for screening and variety is encouraged along with the integration of berms, where practical, to create a comprehensively designed drainage/landscaping/pedestrian system.

- A drainage plan for each project shall be submitted to the Airport Authority for approval. All drainage plans shall comply with the requirements of the City of Tullahoma, Coffee County, the Tennessee Department of Environment and Conservation, and the Master Drainage Plan for the Airport.
- Paved surfaces shall be graded to a series of area drains or catch basins and networked into the Airport drainage system. Roof drainage shall not be allowed to drain or splash onto any paved surface, but shall connect into the central drainage system for the Airport.
- The design of drainage ponds shall be in accordance with TDEC. Projects that connect into the central drainage system shall have a standard general environmental resource permit and a letter of modification from TDEC and Tullahoma Storm Water Maintenance Plan.
- Unpaved areas within and adjacent to the runway/taxiway system and other aircraft operating areas shall have grades complying with FAA standards and requirements.
- Grates and inlet structures shall be manufacturer-certified to support the same weight of aircraft as the adjacent pavement is designed to support, and should be able to support a minimum vehicle load equal to that of HS-20-44 (emergency vehicles).
- All drainage facilities shall be sized in accordance with FAA and other federal, state, local and Airport Authority requirements and procedures considering existing, proposed, and future site conditions. Computations supporting the drainage designs shall be submitted to the Airport Authority and the City of Tullahoma for their advance review and approval.
- All site plans shall comply with applicable federal, state, local and Airport Authority storm water management requirements.

#### **4. AIRCRAFT WASH RACKS**

Aircraft wash racks shall be equipped with oil/water separators and oil catch tanks to prevent fuel oil, or other petroleum based products from being discharged into the stormwater or sanitary sewer system. Waste disposal and sanitary system plans shall be provided to the Airport Authority and the Tullahoma Utilities Board.

Runoff from washing operations and rinsing of aircraft shall be collected separately from other stormwater and a portion of the collected volume shall be treated locally for re-use in accordance with regulations. The water recycling system should provide at least a 60 percent reduction in water consumption as compared to similar facilities without a recycling system. The remainder of the wastewater (“gray water”) shall be piped to the wastewater facility for further treatment.

All facilities shall obtain necessary state and local jurisdiction permits and be in compliance with TDEC regulations.

#### **5. INDIVIDUAL AIRCRAFT STORAGE HANGARS**

Individually owned aircraft storage hangars are defined as those buildings that are designed solely for storage of one or more aircraft using typically rectilinear or 'T' configurations. No commercial maintenance activity may be conducted in these buildings except through written agreement with the Airport Authority.

- Location—Individual aircraft storage hangars may be situated only in those areas of the Airport specified for aviation use identified on the ALP and in accordance with On-Airport Land Use Plan.

- Minimum Space Requirements—Improvements or new construction must include a minimum of 1,200 square feet (SF) of hangar space.
- Setbacks—All new proposed hangars should have a minimum of 10 foot setback between hangars and a minimum of 10 foot setback from any non-airport property.
- Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. The hangar door shall be a minimum of 40 feet wide with a minimum of 10 feet vertical clearance when open. A personnel door shall be provided.
- Paved aircraft apron space shall accommodate the maximum number and type of aircraft that can be stored within the hangar(s) at any one time.
- All hangars shall be provided with electrical service, lighting, smoke detectors, and fire extinguishers.
- Hangars shall be provided with exterior (building-mounted) lighting and an exterior hose bib.
- Compliance with City of Tullahoma Development Codes, applicable building codes, Section 409 of the National Fire Protection Association (NFPA), and Americans With Disabilities Act (ADA) is required.

## **6. T-HANGARS**

T-hangars consist of a multiple number of individual T-shaped bays or units (four minimum), each suitable for the storage of a single aircraft.

- Location—T-hangars may be situated only in those areas of the Airport specified for aviation use identified on the ALP and in accordance with On-Airport Land Use Plan.
- Units must be permanent. No portable-type hangars (e.g. Port-a-Port™) will be permitted.
- Each unit must include a minimum of 1,000 SF of hangar space.
- Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. The hangar door shall be a minimum of 40 feet wide with a minimum of 10 feet vertical clearance when open. For hangar-bays larger than 2,000 SF, a personnel door shall be provided.
- All hangars shall be provided with electrical service, lighting, smoke detectors, and fire extinguishers.
- All T-hangars shall comply with requirements of Section 409 of the NFPA, the City of Tullahoma Development Code, applicable building codes, and the ADA.

## **7. AIRCRAFT MAINTENANCE HANGARS**

Aircraft maintenance hangars are those facilities providing avionics, instrument, propeller, or other aircraft component or airframe and engine maintenance or repair services.

- Location—Aircraft maintenance hangars may be situated only in those areas of the Airport specified for aviation use in the ALP and the Airport master plan.
- Minimum Space Requirements—Building improvements shall include a minimum of 3,000 SF of space. Apron areas shall equal or exceed the total hangar floor area. Improvements

shall include a minimum of 600 SF of space for offices, restroom facilities, and a public-use telephone, plus such minimum shop and hangar space as per the minimum operating standards as approved by the Airport Authority.

- Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. Hangar doors shall be a minimum of 60 feet wide and with a minimum of 15 feet of vertical clearance when open. A personnel door shall be provided.
- All hangars shall be provided with electrical service, lighting, smoke detectors, and fire extinguishers.
- Paved aircraft apron space shall accommodate the maximum number and type of aircraft that can be stored within the hangar(s) at any one time.

## **8. FIXED BASE OPERATION (FBO)**

Fixed Base Operations are those facilities that accommodate fixed base operator (FBO) activities related to GA operations, including fueling services, pilot instruction, aircraft parking, and amenities for pilots and passengers. Scheduled charter or commercial service operations are not accommodated.

The FBO shall operate in accordance with the terms and conditions of the contract agreement between the FBO and the Airport Authority.

## **9. GENERAL AVIATION APRONS AND TAXILANES**

General Aviation aprons and taxi-lanes leading into aprons shall be in accordance with FAA AC 150/5300-13 (current revision), *Airport Design*. Lighting shall be in accordance with FAA AC 150/5340-30 (current revision). Signage and Marking shall comply with FAA AC 150/5340-1 and 150-5340-18 (current revisions)

- Pavement sections on all aprons and taxilanes leading into aprons shall be designed to accommodate aircraft within ARC C-II, Aircraft Category II.
- All aircraft pavements shall be constructed using FAA and/or TDOT-approved materials.
- Apron grades shall be consistent with minimum local drainage requirements, but shall be limited to a maximum grade of 1.0 percent to facilitate the towing and taxiing of aircraft.
- Apron grades shall be designed to direct drainage away from buildings.
- Catch inlets shall be installed within the pavement limits to facilitate the drainage to the stormwater management system where necessary.
- The outer perimeter of the GA apron facing the airfield shall be equipped with edge lights. Taxilane edge lights shall be installed. All airfield lighting electrical installations/connections shall be coordinated with and must be approved by the Airport Authority prior to installation.
- The apron shall be marked and striped consistent with standards outlined in FAA advisory circulars.
- Setbacks and clearances shall comply with those standards outlined in FAA AC 150/5300-13, *Airport Design*, for the aircraft types operating or anticipated to operate on the apron.



- Designated thoroughfares for fueling, maintenance, and other ground service vehicles shall direct vehicular traffic to reduce conflict with aircraft movements.

## **10. HELICOPTER PARKING FACILITIES**

Helicopter parking facilities shall be in accordance with FAA AC 150/5390-current revision, *Heliport Design*.

- Facilities shall be designed to accommodate based and transient helicopter operations in accordance with Section 30 of FAA AC 150/5390-current revision.
- Facilities shall be centrally located and contiguous on a dedicated portion of the GA apron, along the apron edge at a distance from airplanes to preclude or minimize the impact of helicopter rotor wash on parked airplanes or passengers, to provide appropriate clearances, and to minimize debris and dust concerns to other aircraft as well as adjoining soil erosion in the apron area.
- The smallest paved dimension for each helicopter parking position shall measure at least 1.5 times the length of the undercarriage for the design helicopter, with the actual width of each position being the rotor diameter of either the largest civilian helicopter in use today, or the largest helicopter determined to be accommodated at that particular facility.
- There shall be a minimum of 30 feet of separation between the edges of adjacent parking positions.
- All helicopter parking positions shall consist of concrete paving.
- A painted yellow line shall define the centerline of each helicopter parking position. A parking position is further identified by a 12-inch-wide (30 cm) yellow line defining a circle. The diameter of the circle is equal to the rotor diameter of either the largest civilian helicopter in use today, or the largest helicopter determined to be accommodated at that particular facility.

## **11. OFFICE AND WAREHOUSE FACILITIES**

Office and warehouse facilities shall be situated only in those areas of the Airport specified in the Airport master plan. Improvements shall include a minimum of 20,000 SF of space for all buildings as well as a minimum of 1,000 SF of properly lighted and conditioned space for offices and related uses.

Compliance with the City of Tullahoma Development Code, applicable building codes, NFPA, and ADA is required.

## **12. FUEL STORAGE FACILITIES**

Fixed fuel storage systems shall contain safety fixtures and filtration systems that meet airline-industry standards. The system shall have at least 10,000 gallons of above ground storage for each type of fuel to be provided. The storage system shall include adequate fuel spill prevention features and containment capabilities. A Fuel Spill Prevention Countermeasures and Control (SPCC) Plan must also be submitted to the Airport Authority for approval.

Compliance with the City of Tullahoma Zoning Codes, applicable building codes, NFPA, and ADA is required.

## **12.1 Tank Location**

All fuel shall be stored in above-ground tanks approved by the Airport Authority and located in the central fuel farm in accordance with the FAA approved ALP and master plan development concept, with setbacks from buildings and roads as required by the NFPA. No underground storage facilities shall be permitted without express written approval from the Airport Authority.

- Distribution of fuel into aircraft shall be via self-fueling stationary or mobile pumping equipment (fuelers). No fueling via portable gas cans is allowed.

## **12.2 Fuel Storage Tanks**

- Separate storage tanks and fuelers shall be provided for each grade of fuel distributed. Tanks and mechanical equipment must be labeled and color coded per FAA requirements (AC 150/5230-4) to distinguish the different fuel grades. Deadman controls shall be provided for unloading fuel from the tanks into the tending vehicles.
- Minimum storage tank size shall be 10,000 gallons each for aviation fuel and (Jet A and Avgas).
- All above-ground tanks shall be installed in a concrete containment basin designed to capture any accidental spill of the contents of the fuel storage facility and/or delivery vehicle in accordance with all EPA; NFPA; and other federal, state, and local laws and regulations as amended. Emergency fuel shut-off stations shall be located near the fuel tanks, and shall be accessible, well marked, and lit as per AC 150/5230-4.
- All surface drainage from the storage area and docking/loading area shall be captured in a closed drainage system and directed through a fuel spill and/or oil-water separator device approved by the TDEC.
- At a minimum, above-ground storage facilities shall be diked with an impervious retention basin capable of containing 110 percent of the capacity of the largest tank and shall be either double-lined or vaulted.
- Fuel storage equipment shall be provided with metering devices that maintain and produce accurate receipts of fuel dispensed from the facility and are calibrated and approved by the State of Tennessee Department of Agriculture, Division of Weights and Measures. Specifications for the metering equipment shall be submitted to the Airport Authority for review and approval. Fueling equipment and procedures shall comply with all federal, state, and local laws and regulations as amended.
- Design and construction drawings and specifications shall be approved by the Airport Authority, TDEC, and the Tullahoma Public Works Department.
- Above-ground storage facilities shall conform to the requirements of NFPA 30, Flammable and Combustible Liquids Code, Florida Administrative Code—Chapter 62-761, and other applicable requirements for storage facilities.

## **12.3 Safety**

All fueling facilities shall conform to the highest standards of safety.

- Facility shall be posted with “Flammable—No Smoking” signs conforming to NFPA standards.

- Facility shall:
  - Contain no feature that would allow introduction of any foreign material into fuel.
  - Be free of materials, equipment, functions, and activities that would be ignition sources.
  - Be constructed in such a manner as to prevent the introduction of the product into the wrong storage tank.
  - Be constructed with lightning protection in accordance with NFPA standards.
- Facility shall be equipped with protection for electrical equipment and wiring. This shall provide reasonable protection from heat, abrasion, or other impact that could cause failure of insulation, open spark, or other ignition source. See NFPA Standard 70, *National Electrical Code*.
- Grounding and bonding equipment should provide that piping, filters, tanks, and electrical components are electrically bonded together and interconnected for adequate electrical ground.
- Twenty pound Class B fire extinguishers shall be readily available to the operator of fueling equipment, in conformance with NFPA standards.
- All hoses, nozzles, filters, and connectors shall meet or exceed recommendations in FAA AC 150/5230-4.

### 13. PARKING

Sufficient off-street parking shall be provided for each building. Parking shall be designed in a safe and coordinated manner for the entire site. The parking area shall be integrated and designed so as to enhance the visual appearance of the property. Parking areas and spaces shall be identified on the site plan. Specific requirements are as follows:

- Parking spaces shall be 10 ft x 20 ft. Parking lot design shall be developed throughout the site to provide efficient and safe means of traffic and pedestrian circulation. The mixture of one-way and two-way parking aisles or different degrees of angled parking within any parking area is prohibited.
- No parking shall be permitted in streets
- All parking areas shall be paved.
- Parking in areas between buildings and roads shall be acceptable if parking areas are screened from roadways by landscaping.
- One street tree for every six spaces shall be installed throughout the parking area, with protective structures for trees between the rows of parking.

The number of spaces will be determined by the type and intensity of use, and will be consistent with City of Tullahoma Zoning Codes.

Handicap-accessible parking spaces, per ADA standards, consistent with City of Tullahoma Zoning Codes, shall be determined by the number of regular parking spaces.

Landscaping and lighting of parking areas are addressed by the general landscape requirements and site lighting requirement sections.

## **14. SIGNAGE**

The signage for the Tullahoma Airport Authority shall create identity and functionally communicate information and directions. All signs shall fit aesthetically into the landscape with a simple, coordinated signage and graphic system. The goal is to contribute to the overall design unity of the project.

A signage plan shall be submitted at the time of site plan submittal for review by the Airport Authority. Location, size, dimension, materials/finishing, and lighting shall be indicated. All signage shall be located out of roadway visibility sight line triangles and away from airside areas. No signs shall be erected off leased premises.

### **14.1 Regulatory Signage**

Regulatory signage in the area will be used to define emergency access, such as fire zones, service vehicle areas, and handicapped accessible areas. It is meant to define specific points that are limited to overall use. The Airport Authority shall review and approve the regulatory signage at time of site plan review. Final approval is by permit issued by the City of Tullahoma.

### **14.2 Temporary Signage**

Temporary signage (including banners) is transient in nature and disposable and shall be removed after 30 calendar days. Temporary signs shall not exceed 48 SF. The placement of the sign shall not be on public property nor in a roadway visibility triangle. The removal of the sign shall be the sole responsibility of the person or company sponsoring the event.

Temporary construction signs are permitted and are limited to 48 SF and shall be removed within seven days of the issuance of a Certificate of Occupancy (CO).

### **14.3 Permitted Signs**

Permitted signs include the following:

- Wall signs—Placed on the façade of the primary structure.
- Ground signs—Located between the front façade of the building and the right-of-way.
- Awning signs—Located over the primary entrance of the building.

### **14.4 Prohibited Signs**

Prohibited signs include the following and are not eligible for a special exception:

- Beacons or flashing lights
- Billboards
- Snipe signs (any sign of any material whatsoever that is attached in any way to a utility pole, tree, fence post, or any other similar object)
- Portable signs, except for use as a special event sign
- Any sign that encompasses an inflatable animal, person, or object
- Signs imitating or resembling official traffic or government signs or signals

- Advertising flags
- Signs placed on vehicles or trailers, which are parked or located for the primary purpose of displaying said sign
- Signs that create traffic or pedestrian hazards
- Signs erected on public property including public right-of-way by a private entity unless authorized by the Airport Authority and City of Tullahoma.

#### **14.5 Exempt Signs**

The following types of signs are exempt from the requirements of this document. Identification signs or nameplates shall not exceed two SF of copy area

- Window signs that do not exceed two SF of copy area
- Any sign carried by a person
- On-premise temporary signs for a sale or special event
- Holiday, seasonal, or commemorative decorations provided that commercial advertising on such sign is limited to logos and benevolent text

#### **14.6 Color**

Color for the pedestal material shall be limited to earth tones or black. Background colors for the sign shall be limited to neutral shades of brown, beige, and gray, or a palette approved by the Airport Authority. Corporate colors may be used on company logos and shall not exceed 25 percent of the total sign area. Fluorescent colors are prohibited from use.

#### **14.7 Illumination**

Illumination of the sign, either internally or externally, is permitted. The source of the externally illuminated sign shall be installed so that it is arranged or screened as to not shine, glare, or adversely impact aircraft operations, adjacent properties, or roadways. The use of fiber optics and neon is permitted. Blinking and strobe lights are prohibited. Rotating illuminated signs are prohibited.

#### **14.8 Materials**

Materials for signs are limited to brick, masonry block, and finished concrete for the pedestal. The face of the sign may be masonry, finished concrete, composite material (plastic), or metal. All finishes shall be matte or a non-reflective finish.

#### **14.9 Setbacks**

Setback requirements shall be consistent with City of Tullahoma Sign Ordinance.

#### **14.10 Size**

Ground signs shall be limited to one sign for each primary street frontage. The maximum allowable copy area is 50 SF per sign face. The maximum allowable height is eight feet. The

height shall be measured from the finished grade or the roadway, whichever is higher, to the top of the sign face.

Awnings and wall signs are permitted with a total of one SF of copy area for each linear foot of right-of-way frontage, up to 150 SF. Wall signs shall be attached to the primary façade of the building.

#### **14.11 Siting**

A landscape planting area at a minimum of 100 SF in size shall be provided around the base of any ground sign. The landscape shall include shrubs and groundcover. Emphasis on a simple planting plan with feature plants is encouraged. The landscaped areas shall be counted towards the minimum landscape and pervious area requirements for a site.

The landscaped area shall be irrigated with 100 percent coverage and located on a separate zone, if necessary.

### **15. LANDSCAPE DEVELOPMENT STANDARDS**

#### **15.1 General Landscape Requirements**

A landscape plan shall be part of every facility proposal. A landscape and irrigation plan, at a scale of 1"=20' to 1"=40', shall be submitted, along with the development plans by the tenant to the Airport Authority for approval.

- All landscaping shall be in compliance with Federal Aviation Regulations Part 77 height restrictions, and where used for noise control, shall conform to FAA AC 150/5320-14 *Airport Landscaping for Noise Control Purposes*.
- All surfaces on the property shall be covered by either building, pavement, landscaping, or grass. Hangars and buildings contained entirely within the airfield/AOA fence are exempt. No plantings are required inside the fence, unless specifically permitted by the Airport. No planters or plant containers shall be allowed inside the AOA, due to prop and/or jet blast hazard. No manmade or natural objects shall be allowed that create height hazards or obstructions.
- All non-aircraft areas shall be landscaped. A minimum of 10 percent of the total lease area shall be landscaped. All front yards shall have a minimum of two-thirds of the required parking setback area landscaped with acceptable trees, shrubs, or ground covers other than grass.
- In general, landscaping shall be distributed evenly on site. Each side of the building (north, south, east, and west) is encouraged to have a proportion of the landscaping approximately equal to the amount of open area available to plant, except the side that faces onto the airfield. Typically, landscaping is encouraged to screen and/or enhance parking lots, blank walls, and refuse bin areas.
- Landscaping shall include trees, shrubs, and ground covers other than grass. Landscape plants, shrubs and trees shall be coordinated with TN Wildlife Management to ensure vegetation does not attract birds/wildlife for feeding (fruit bearing) or shelter/nesting. For grassed areas, millet seed is prohibited. Plants incorporated into the landscape design must be chosen for their interest, structure, texture, color, and ultimate growth in harmony with and complimentary to the building and other materials. Plants shall meet the size requirements set forth by the landscape architect or designer at the time of installation to create an immediate

design impact. Fruit-bearing plants that attract flocks of birds are prohibited while the use of native plants is highly encouraged.

- Any proposed “water-holding” structure (such as reflection ponds, pools, fountains, etc. that would provide freshwater for birds and wildlife) should be designed so as not to be a hazard to aircraft
- Planting areas shall drain within themselves, not onto paved pedestrian surfaces. Percolation tests shall be used as a basis for installation of yard drains in planted areas.
- All graded areas shall be fertilized, seeded with suitable and Airport Authority-approved ground cover, and mulched. Soil tests shall be conducted, and soil amendments incorporated where necessary.
- All landscaped and grassed areas shall be maintained at all times.

## **15.2 Planting Requirements**

Canopy trees shall be planted a minimum of 25 feet apart, or greater in order to prevent overlapping of canopies at maturity. Canopy tree-lined streets are encouraged and may be planted in the right-of-way providing they are a minimum of ten feet from the paved roadway edge. The minimum size of canopy trees shall be three inches caliper. The minimum size of shrubs shall be 18-inches in height and 3-gallon size. The minimum size of shrubs shall be 30 inches in height and three gallons.

Landscaping shall not be located in an area that may interfere with visibility of pedestrian or vehicular traffic. Plantings, other than grass, shall be restricted around fire hydrants so as not to obstruct access.

## **15.3 Buffer Requirements**

A buffer is required along all landside property boundaries. Airside boundary buffers are encouraged but not mandatory. Buffer requirements shall conform to those outlined in the City of Tullahoma Development Codes.

## **15.4 Parking Lots**

When off-street facilities are provided for parking or any other vehicular uses, such facilities shall conform to the minimum landscape requirements set forth in these design standards. Landscaping shall be provided between all property lines and such off-street parking and vehicular use areas. All landscaped areas shall be protected from vehicular encroachment by a six-inch ribbon curb for all roads, and mounded curb, wheel stops, or other similar divides for parking and loading areas.

Parking lots in excess of 1,500 SF, or five parking spaces, shall provide interior landscaped areas in accordance with the following requirements:

- Strategic placement of landscaped areas shall divide and break up the expanse of paving and guide traffic flow and direction.
- For parking lots in excess of 1,500 SF, or five parking spaces, there shall be one landscaped area for every 15 parking spaces. Each area shall have a minimum dimension of 10 ft x 20 ft. These landscaped islands shall be surfaced with at least one tree, and a minimum of 50 percent shrub coverage, the remaining area to be sodded or planted with groundcover.

- Each row of parking spaces shall terminate in a required landscaped area containing one canopy or under-story tree with the remaining area landscaped with sod, shrubs, or groundcover.

In the case when an access way intersects a public right-of-way, all landscaping shall provide unobstructed cross-visibility at a level between two and a half to six feet from the ground. The unobstructed area shall be measured by forming a triangle from the point of intersection of the access way and the right-of-ways. The size of the limit of clear sight varies by the width of the roadway and the speed at which vehicles will be traveling. Trees shall have their limbs and foliage trimmed in such a manner so that no part of the plant extends into the cross visibility area, thus creating a traffic hazard. Trees shall have a clear trunk area to a height of six feet. Landscaping, except required grass or groundcover, shall not be located closer than three feet from the edge of any access-way pavement.

Entry drives into parking areas shall be landscaped in a manner that incorporates the design with adjoining buffer areas. The landscape shall visually emphasize the parking area and offer to drivers and pedestrians an attractive appearance from the street which relates to the building landscape entry.

Medians between parking bays shall be landscaped with no less than two approved trees per 50 linear feet. Medians shall also be planted with a minimum of 50 percent coverage of shrubs, the remainder being sodded or planted with groundcover. Medians that incorporate sidewalks shall integrate the landscaping with the layout of the walkway and shall be subject to the same restrictions as other parking area medians. The area of walkways shall be excluded from computations regarding the minimal 50 percent coverage of shrubs.

Islands at the ends of parking bays shall be landscaped in the same fashion as medians, with at least one approved tree per island and a minimum of 50 percent coverage of shrubs, the remainder being sodded or planted with groundcover.

All parking islands and medians shall be protected from vehicular encroachment by six -inch mounded curbs. Tree and lighting locations shall be designed so as not to conflict with one another. Trees shall be planted a minimum of 15' from light poles.

## **15.5 Building Open Areas**

Front areas (areas in view by the public) of the buildings shall present an attractive appearance emphasizing and reinforcing the major entry of the structure. The landscaping shall incorporate a mix of approved trees, shrubs, and groundcover in a design appropriate to the scale and design of the building. A pleasing mix of shrubs and groundcover shall be planted across the front façade of the building, exclusive of walks, entries, and courtyards extending beyond the immediate front façade. Trees shall be incorporated into the landscape design of the front areas to provide shade and accent, and to frame the main entry of the building at a ratio of one tree per 800 SF of open front area. Additional shrubbery and groundcover in areas beyond the required foundation planting are encouraged and shall be incorporated into the overall landscape plan.

Side areas of the buildings shall be incorporated into and continue the landscape design of the front area. A mix of shrubs and groundcover shall be used as foundation plants across the entire façade of these areas, exclusive of walks, entries, and courtyards. Trees shall also be incorporated into the landscaping to enhance the building and provide shade at a ratio of one tree per 1,000 SF of open space.

Rear areas of the buildings shall be landscaped with appropriate foundation plantings across all facades in normal public view. All service areas, drives, and service entrances shall be adequately



screened with appropriate plant material. This will present a totally screened appearance to persons entering or leaving the building through all public entrances or exits and to vehicular or pedestrian traffic on the roadways adjacent to the parcel. Trees shall be provided in rear yards and service areas at a ratio of one tree per 1,200 SF. Trees shall be prohibited in restricted areas stipulated in FAA standards.

All perimeter landscaping shall be located adjacent to the building façade, including entrance areas, plazas, and courtyards. There shall be a minimum of two feet between the building façade and the intended maintained edge of the plants installed. Building perimeters shall be planted at a minimum ratio of 100 SF of planting beds per 1,000 SF of building ground floor area.

The use of planters is recommended in small spaces where a height change and landscape relief is desirable. Seating courtyards, eating areas, and plazas incorporated within the landscape design are highly encouraged to provide a friendly atmosphere to employees and guests. If used, raised planters shall be waterproof and have proper irrigation and drainage provided, as well as hose bibs in case of irrigation failure. At a minimum, planters shall be 18 inches wide and 10 SF for shrub planters and 30 inches wide and 25 SF for small tree planters. Canopy trees are prohibited from planters. All planters should have 14-16 inch depth of potting soil and four-inch drainage layer. Planters shall be constructed of materials that are complimentary to their surroundings. Pots shall be heavy in appearance and character to discourage vandalism and theft, some material options include concrete and fiberglass.

## 15.6 Plant Material Selection

In any plant composition, there shall be a predominance of material, color, or texture to provide unity. Accent material shall be introduced to play against the dominant material and create contrast. Overly varied species selection will potentially weaken the planting design, where as simple masses with a predominant species create unity and flow (see illustration).

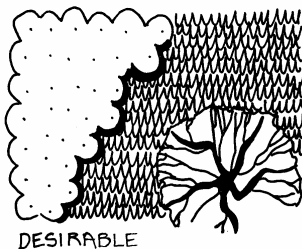
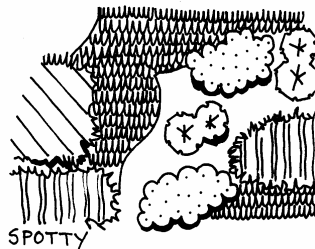


Illustration depicting a spotty design (above) and preferred planting design (below).

No more than two species of tree planting shall occur per street. One species shall be used as the dominant street tree and another to emphasize intersections or provide a pattern.

The minimum installed tree size requirement is three-inch caliper. The caliper of multi-trunk trees shall be calculated using the total caliper of all trunks. Under-story trees shall have a minimum one and a half inch caliper. Hedges shall have a minimum height of 24 inches at time of planting, and shall be 36 inches within one year of planting. When a continuous hedge is required the plants shall be planted at a maximum spacing of 36 inches. Upon installation, all plants shall be trimmed as needed to preserve their health and vigor, as well as their natural and aesthetic form, by removal of dead wood and damaged or diseased limbs, rubbing branches, and dense interior growth.

## **16. REVIEW PROCEDURE AND CRITERIA**

### **16.1 Pre-Application Conference**

The applicant and/or agent shall meet with the reviewers of the Tullahoma Airport Authority to review the criteria stipulated in the development standards. The Airport reviewer makes clarifications to the applicant regarding the specific application that has been presented.

Variances or exceptions to the development standards may be addressed in a general manner at this time and thoroughly addressed at the time of site plan submission. Variances or special exceptions shall be reviewed and accepted in accordance with Minimum Development Standards by the Tullahoma Airport Authority. However, the building owner shall be responsible for obtaining building permits in accordance with the requirements of local, state, and federal agencies, and the most stringent requirement shall govern.

Preliminary grading and drainage plans shall be included at the time of pre-submittal, to ensure that the proposed site work fits into the Airport's overall master plan. The Developer must then gain approval from the Tullahoma Development Committee.

### **16.2 Submittal**

The applicant shall submit six signed and sealed plans along with copies of applicable local/state/federal permits that have been granted or are in the process of being reviewed and granted.

The applicant must also submit the following information:

- A survey of the parcel certified by a licensed land surveyor and mapper (LSM), a legal description of the property.
- A map depicting the location of the proposed aviation-related use with evidence that the site selected will provide the least impact on air quality standards.
- Documentation that ambient air quality in Coffee County will not be lowered by the proposed development.
- Evidence in the form of a landscape plan demonstrating the adequate use of vegetation to promote air quality and reduce noise and view impacts by the development upon adjacent property, as well as documentation and calculations of potential emissions generated from the project.

### **16.3 Review Checklist**

The Developer's Checklist for review summarizes the requirements stipulated in the development standards. The checklist is provided as a tool for the applicant, their agent, and development team

to prepare a package with the required information for consideration by the Airport Authority. The checklist facilitates an expedient review by the Airport Authority and provides a basis for feedback.

## 17. DEVELOPER'S CHECKLIST

Date	Activity Developer	Responsibility	
		Airport	Authority
<b><u>Pre-Execution</u></b>			
	1. Letter of interest		<input type="checkbox"/>
	2. Letter of response	<input type="checkbox"/>	
	3. Conceptual site plan		<input type="checkbox"/>
	4. Executed lease		<input type="checkbox"/>
<b><u>Post-Execution</u></b>			
	1. Submission of Occupant’s Master Plan		<input type="checkbox"/>
	2. Submission of Occupant’s Master Plan & Schematic Design		<input type="checkbox"/>
	3. Submission of FAA Airspace Study Checklist & Line-of-Sight Review		<input type="checkbox"/>
	4. Boundary survey of the parcel		<input type="checkbox"/>
	5. Coordination with regulatory agencies including all necessary permits		<input type="checkbox"/>
	6. Preparation of construction plans and specifications		<input type="checkbox"/>
	7. Approval of construction plans and specifications	<input type="checkbox"/>	
	8. Compliance with bond and insurance requirements		<input type="checkbox"/>
	9. Pre-construction meeting	<input type="checkbox"/>	<input type="checkbox"/>
	10. Notice of construction completion		<input type="checkbox"/>
	11. Airport Authority compliance inspection prior to occupancy	<input type="checkbox"/>	
	12. Submission of reproducible record drawings		<input type="checkbox"/>

## Change 1

Approved 13 June 2006

### Section 5 Individual Aircraft Storage Hangars

- Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. A personnel door shall be provided.
- **Revision** – Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. **The hangar door shall be a minimum of 40 feet wide with a minimum of 10 feet vertical clearance when open.** A personnel door shall be provided.

### Section 6 T-Hangars

- Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. For hangar-bays larger than 2,000 SF, a personnel door shall be provided.
- **Revision** – Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. **The hangar door shall be a minimum of 40 feet wide with a minimum of 10 feet vertical clearance when open.** A personnel door shall be provided.

### Section 7 Aircraft Maintenance Hangars

- Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. A personnel door shall be provided.
- **Revision** - Hangar doors may be of sliding, rolling, or bi-fold type. However, sliding doors may not be used in hangar configurations where the open door of one hangar interferes with access to an adjacent hangar. **Hangar doors shall be a minimum of 60 feet wide and with a minimum of 15 feet of vertical clearance when open.** A personnel door shall be provided.



